

AMENDMENT TO THE CLAIMS

This listing of claims will replace all prior versions, and listings of claims in the application:

Listing of Claims:

1. **(Previously presented)** An apparatus for delivering fuel from a tank to an internal combustion engine of a motor vehicle, comprising
 - a reservoir (4) located in the tank (1),
 - a fuel supply pump (7) disposed in the reservoir (4),
 - at least two suction jet pumps (22.1, 22.2) connected to a drive line (29, 29.0, 29.1, 29.2), the drive line of the suction jet pumps being connected to a pressure line (10) downstream of the fuel supply pump (7),
 - at least one check valve (41) or a siphon connected in the drive line between the pressure line and the at least two suction jet pumps,
 - a pressure-regulating valve (17) maintaining a constant pressure in the pressure line (10), and
 - a throttle (40) in the drive line (29, 29.0) between the at least one check valve (41) or siphon and said pressure-regulating valve (17).

2. **(Previously presented)** The apparatus according to claim 1, wherein the pressure-regulating valve (17) connects the drive line (29, 29.0, 29.1, 29.2) to the pressure line (10) only after a predetermined pressure is reached in the pressure line (10).

3. **(Previously presented)** The apparatus according to claim 1, wherein a first suction jet pump (22.1) draws fuel via a suction port (32) from a pan region (1.2) of the tank (1), wherein the pan region contains the reservoir (4).

4. **(Previously presented)** The apparatus according to claim 1, wherein a second suction jet pump (22.2) draws fuel from a saddle region (1.1) of the tank (1) by means of an intake line (34).

5. **(Previously presented)** The apparatus according to claim 3, wherein a second suction jet pump (22.2) draws fuel from a saddle region (1.1) of the tank (1) by means of an intake line (34).

6. **(Previously presented)** The apparatus according to claim 4, wherein the intake line (34) further comprises a suction check valve (43).

7. **(Previously presented)** The apparatus according to claim 1, wherein a first suction jet pump (22.1) and second suction jet pump (22.2) are disposed vertically.

8. **(Currently amended)** The apparatus according to claim 1, wherein ~~the~~ a nozzle (24.2, 24.2) and a suction chamber (23.1, 23.2) of the section jet pumps (22.1, 22.2) are provided on a bottom (21) of the reservoir (4).

9. **(Canceled)**

10. **(Previously presented)** The apparatus according to claim 1, wherein the drive line (29) comprises a first line segment (29.1) leading to a first suction jet pump (22.1) and a second drive line segment (29.2) leading to a second suction jet pump (22.2).

11. **(Previously presented)** The apparatus according to claim 10, wherein the first drive line segment (29.1) and the second drive line segment (29.2) are each provided with a respective check valve (41).

12. (**Currently amended**) An apparatus for delivering fuel from a tank to an internal combustion engine of a motor vehicle, comprising

a reservoir (4) located in the tank (1),

a fuel supply pump (7) disposed in the reservoir (4),

at least two suction jet pumps (22.1, 22.2) connected to a drive line (29, 29.0, 29.1, 29.2), the drive line of the suction jet pumps being connected to a pressure line (10) downstream of the fuel supply pump (7) and,

at least one check valve (41) or a siphon connected in the pressure line,

wherein a first suction jet pump (22.1) draws fuel via a suction port (32) from a pan region (1.2) of the tank (1) containing the reservoir (4),

wherein a second suction jet pump (22.2) draws fuel from a saddle region (1.1) of the tank (1) by means of an intake line (34), wherein the drive line (29) comprises a first line segment (29.1) leading to the first suction jet pump (22.1) and a second drive line segment (29.2) leading to the second suction jet pump (22.2), and

wherein said at least one check valve or siphon is provided in one of the first drive line segment (29.1) or the intake line (34) **in a manner so as to prevent a reverse flow from the pan side 1.2 to the saddle side 1.2 via the suction jet pumps 22.1, 22.2 and the intake line 34 after shutting off the fuel pump.**